

104TH CONGRESS  
1ST SESSION

# H. R. 325

To amend the Clean Air Act to provide for an optional provision for the reduction of work-related vehicle trips and miles travelled in ozone non-attainment areas designated as severe, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

JANUARY 4, 1995

Mr. MANZULLO (for himself, Mr. ARCHER, Mr. BARTLETT of Maryland, Mr. CRANE, Mr. CUNNINGHAM, Mr. FAWELL, Mr. HASTERT, Mr. HOEKSTRA, Mr. HUNTER, Mr. HYDE, Mr. KLINK, Mr. KNOLLENBERG, Mr. SAXTON, Mr. SMITH of New Jersey, Mr. SMITH of Texas, Mr. WALKER, Mr. WELDON of Pennsylvania, Mr. WILSON, and Mr. ROHRABACHER) introduced the following bill; which was referred to the Committee on Commerce

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## A BILL

To amend the Clean Air Act to provide for an optional provision for the reduction of work-related vehicle trips and miles travelled in ozone nonattainment areas designated as severe, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. OPTIONAL EMPLOYER MANDATED TRIP RE-**  
4 **DUCTION.**

5 Section 182(d)(1)(b) of the Clean Air Act is amended  
6 by to read as follows:

1           “(B) The State may also, in its discretion, sub-  
2       mit a revision at any time requiring employers in  
3       such area to implement programs to reduce work-re-  
4       lated vehicle trips and miles traveled by employees.  
5       Such revision shall be developed in accordance with  
6       guidance issued by the Administrator pursuant to  
7       section 108(f) and may require that employers in  
8       such area increase average passenger occupancy per  
9       vehicle in commuting trips between home and the  
10      workplace during peak travel periods. The guidance  
11      of the Administrator may specify average vehicle oc-  
12      cupancy rates which vary for locations within a non-  
13      attainment area (suburban, center city, business dis-  
14      trict) or among nonattainment areas reflecting exist-  
15      ing occupancy rates and the availability of high oc-  
16      cupancy modes. The revision may require employers  
17      subject to a vehicle occupancy requirement to submit  
18      a compliance plan to demonstrate compliance with  
19      the requirements of this paragraph.”.

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